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The Standard.

William Glasmann, Publisher.
AN INDEPENDENT NEWSPAPER
(Established 1870.)

This paper will always fight for progress and reform. It will not knowingly tolerate injustice or corruption and will always fight demagogues of all parties; it will oppose privileged classes and public plunderers; it will never lack sympathy with the poor. It will always remain devoted to the public welfare and will never be satisfied with merely printing news, it will always be drastically independent and will never be afraid to attack wrong, whether committed by the rich or the poor.

COAL OIL FOR THE AUTOMOBILE.

One of the automobiles in the tour of the Indians boosters was operated on kerosene and the claim is made that the trip from Indianapolis to the Pacific ocean, over some of the worst roads in the United States, was accomplished at an expense for fuel of \$26.

A bulletin on the results of the test will prove of interest to motorists and is as follows:

Motorists have been watching their car with its kerosene carburetor. They have wondered if it would work in the mountains and on the desert, and a good many have been skeptical even about its practicability on common middle states roads under common atmospheric conditions. But the kerosene car led the caravan when it approached the Pacific, and each day it puffed right along with the gas, each evening it pulled into the stopping places with the rest of them. It line cars and sang as sweetly, and went 3,600 miles satisfactorily, and for \$26.

Harroun, who made the experiment, did not say much about their intention to make the trip on kerosene. He merely bought a tank full of petroleum and started out. At several stopping places on the trip Harroun declined free fuel, tendered by reception and boosting committees. He bought his oil at the prevailing price, for he was keeping strict account of what it would cost to blaze a kerosene trail across the map. In most places the coal oil cost less than one-third as much as gasoline.

Harroun at one time ran out of oil and was forced to buy enough kerosene of a farmer to carry him into the next town. The farmer poured it right out of his parlor lamp into the cowl tank of the car.

When coal oil supplants gasoline as a fuel for automobiles, motoring will be given a big boost, as the difference in cost will prove a big saving to the owners of machines.

IRISH ARE REMAINING AT HOME.

After the civil war there was a great immigration from Ireland. Many of our larger cities became strongly Irish. But of late years, Ireland has ceased to send us her sons and daughters in such large numbers and this is explained in the following from the Chicago Tribune:

"Barring accidents, John E. Redmond, M. P., will be nominated prime minister of Ireland next July, and the new Irish parliament will meet in the old and historic house in College Green, Dublin, in December, 1914. The one possible and dangerous obstacle is a defeat of the Asquith ministry, a denouement the Tory minority is doing its best to bring about. The Liberals, Laborites and Nationalists are fully advised of the purpose of the Tory reactionaries, so that except through a species of underhand and almost inconceivable treachery the coming of home rule cannot be delayed longer than next year.

"As a matter of history, all the pre-

liminaries essential to the successful re-establishment of the Irish parliament are in process of incubation. The Irish parliamentarians do not seem to have any fear of the honest purpose of their Liberal allies, while the Laborites are solid for Irish autonomy.

"Under the impetus of the hopeful prospects for home rule, the tide of emigration has turned. For the first time in half a century the population of Ireland in 1912 showed an increase of 1,102, the death rate was the lowest in over forty years, and the births for the year exceeded the deaths and emigrants combined. All the reports from over the sea show that there is a spirit of hope and self-reliance all over the island. The young and progressive of the people are staying at home, throwing themselves into the work of upbuilding and developing their own natural resources and permitted with a new and resolute determination to make the most of the opportunities that are cropping up in their own land. Under the fostering influences of a native parliament those opportunities are destined to increase and multiply."

The British government has dealt fairly and most liberally with the Irish in late years. The land bill, which made it possible for tenants to throw off the burdens of landlordism, has proved to be one of the greatest blessings ever conferred on the people of the Emerald Isle.

Soon the dream of the century is to be realized and Ireland is to have its own parliament, with home rule. That boon may prove disappointing, but being one of the demands of the Irish to which there can be only one satisfactory reply, the English people are acting with wisdom in granting the same.

There was a time when the English treated the Irish as a conquered people to be held in subjection. Religion was at the bottom of the severe rule and hatreds held sway and justice was lost sight of. Since Gladstone's remarkable conversion to home rule and the Grand Old Man's tremendous influence in wiping out long-standing prejudices, a wonderful softening of old animosities has gradually led the English people, through the British parliament to extend to Ireland not only fair play but the helping hand of brotherhood.

We doubt that Ireland under home rule will be much better off than under the present liberal rule as dictated by the party of Asquith.

RIO GRANDE NORTH FROM OGDEN

B. F. Bush, president of the Gould roads, once more has announced that the Denver & Rio Grande or Western Pacific is to build into Idaho.

Before the plans for an extension into the Gem state are matured and the route selected, Ogden should make representations to Mr. Bush in favor of extending the Rio Grande north from Ogden.

This is the only point from which the Gould roads could build and win an advantage over the Harriman lines in relation to the traffic between Idaho and Utah points.

Were the Denver & Rio Grande to build from Ogden into the heart of southern Idaho, by the most direct route, the Oregon Short Line would be forced to complete the Saline-to-Burley line to be on a basis of equality.

FOREIGN TRADE IS GROWING.

The foreign trade of the United States during the fiscal year ended June 30, is, by many millions of dollars, the largest in our history, and should prove a tremendous factor in strengthening the financial condition of this country.

Our exports were \$2,465,000,000 and imports \$1,812,000,000, making a balance of trade in our favor of \$652,900,000. That balance of trade is equal to one-tenth of all the gold and silver money in circulation in the world ten years ago.

The outside world has become indebted to us nearly a billion and a half dollars within the last two years, and as a result the credit of this country must be such as to place all other countries under financial obligations.

Our exports of manufactured and partly manufactured articles in the fiscal year 1912 exceeded \$1,500,000,000 in value and show an increase of more than \$188,000,000 over the preceding year.

The greatest gain in our exports is in manufactures ready for consumption, in which class there was an increase of more than \$105,000,000 over

1912. There was also a substantial gain of over \$60,000,000 in manufactures for further use in manufacturing, but the increase in foodstuffs partly or wholly manufactured was only a little over \$1,500,000.

The aggregate trade of the United States with Europe in the fiscal year just ended was over \$2,371,000,000, or more than one-half our total foreign trade. This was divided into over \$892,000,000 worth of imports and \$1,479,000,000 worth of exports, a balance of trade in our favor of more than \$586,000,000. The aggregate trade with the other countries of North America exceeded \$979,000,000, of which over \$387,000,000 were imports and over \$617,400,000 were exports. The remainder of our foreign trade, amounting to about \$925,000,000 was divided among Asia, South America, Oceania and Africa, in the order named.

The United Kingdom maintains its position as our best customer, having purchased from us over \$537,000,000 and sold us over \$298,000,000 in the year, an aggregate trade of more than \$835,000,000.

Our second best customer is Canada, which bought from us over \$415,000,000 and sold us over \$120,000,000, a total trade exceeding \$535,000,000.

Third comes Germany, which bought from us over \$331,000,000 and sold us only a little less than \$189,000,000, an aggregate trade of more than \$520,000,000.

France is fourth with purchases in excess of \$148,000,000 and sales to us in excess of \$136,000,000, a total of over \$284,000,000.

AFTER SABOTAGE AN ACHING VOID

The Los Angeles Times, in a review of the principles of the I. W. W. says:

"The I. W. W. favors sabotage even to the extremes of arson, dynamiting and murder, 'physical violence,' says Boyle—either brutally open or sordidly treacherous and secret—is one of their main tenets." John Graham Brooks says: "Among some of the ablest expositors of I. W. W. principles there seems to me very little pretense that violence may not be necessary at certain stages and under certain conditions. They are now but just started on their journey." Elor, who through a technicality escaped conviction as an accessory before the fact to the Lawrence murders and who is on the executive board of the I. W. W., says defiantly: "Our ideas, our principles and object are certainly dangerous and menacing; applied by a united working class would shake society, and certainly those who are now on top sumptuously feeding upon the good things they have not produced would feel the shock. To talk of peace between capital and labor is stupid or knavish."

"Vincent St. John, the national secretary of the I. W. W., writes in his history: 'The question of right and wrong does not concern us.' 'Solidarity,' an organ of the I. W. W., declines to join in condemnation of the McNamara's and declared that the dynamiting of The Times and murder of twenty of its workmen was only an incident of a class struggle."

If any great number of the American workmen become followers of the I. W. W. and believers in sabotage, this country will experience a reign of terror not unlike that which accompanied the French commune.

Sabotage can lead to nothing but anarchy, and anarchy offers neither hope nor comfort to any class in the United States, rich or poor.

Physical violence may be a force powerful enough to bring the people to a common level, but when that pulling down of the pillars of the temple has been completed, there will be only wreck and ruin.

OVERALL GOES TO THE SEALS

Chicago, Aug. 8.—Pitcher Orval Overall, the veteran who rejoined the Chicago national league after an absence from the game of two seasons, was released by Manager Evers today to the San Francisco club of the Pacific Coast league.

The price obtained for Overall was not announced. Del Howard, manager of the San Francisco team, was a member of the Chicago team when Overall was doing his best work a few years ago and has been negotiating for him for some time. Overall was pleased at the deal which sends him back to his home state.

The Chicago club announced today the purchase of Catcher Hargrove of the Terre Haute team of the Central league. Hargrove was seen in action by President Murphy and Manager Evers at Fort Wayne the other day and details of the trade were arranged then. The price was not given out.

TODAY IN CONGRESS

Washington, Aug. 8.—The day in congress:

Senate.
Announcement was made of the death of Senator Johnston of Alabama and adjournment out of respect for his memory was taken at 12:07 p. m. until noon Saturday.

James A. Emery of National Association of Manufacturers, continued his testimony before lobby investigating committee.

House.
Considered miscellaneous bills.
Representative Roddenberry's resignation as a member of house lobby investigating committee was accepted and Speaker Clark appointed Representative Ferris, Oklahoma, to place.

DIES FROM INJURIES
Webster City, Iowa, Aug. 8.—Henry Gunderson, who was hurt when a train hit his automobile near Duncombe, Ia., last night, died today. His wife succumbed to her injuries last night. Four other occupants of the car who were injured will recover.

EX-SENATOR SEES WAR'S SEAMY SIDE



Lafayette Young.

Ex-Senator Lafayette Young of Iowa, who is now in Europe, reports that he has been deeply impressed by what he has seen in the Balkan countries. He declares: "The Balkans give the big nations of Europe an opportunity to do more than look sanctified and offer prayers. When snow comes again starving people of the Balkans will be chargeable to Europe. The crops are rotting in the fields. When cold weather comes the people of the Balkans will not even have dry bread to eat."

FUTURE OF CANAL ZONE

(Special to The Standard.)

Panama, Aug. 7.—It can be safely taken as an axiom that the majority of the people of the United States have no desire to interfere in the affairs of Central America. It is equally true that the majority have no desire to see any European country established there.

The Monroe doctrine as originally enunciated had for its primary purpose the prevention of further extension of European influence or power in this hemisphere. President Monroe considered this necessary for "our peace and safety."

The building of the Panama canal, with all that it means to our national defense, more than ever necessitates the prevention of all European interference in Central America.

The primary problem of our government as far as Central America is concerned has from the beginning been to try to carry out the two wishes of the American people—that is, not to interfere in Central America ourselves and to prevent European interference.

Government's Intervention Excuse.
If the countries concerned had had stable governments which honorably met their just obligations the problem would have been a simple one. There would have been no excuse for either American or European interference. However, exactly the reverse has been true.

The governments with the exception of that of Costa Rica have been anything but stable. Except in Costa Rica and in other words, property and life have hardly ever been and are not now safe. The governments have been and are yet irresponsible and no respecters of any one.

Money has been borrowed and the governments have regularly defaulted on the interest payments. This was true until recently of even Costa Rica. In other words, every possible excuse, every possible reason for interference has been given.

If we in our anxiety to keep out are willing to have our citizens killed and maltreated, their property destroyed, and our flag and our representatives insulted, that is our affair, to be settled amongst ourselves. When, however, such treatment is meted out to the citizens, flags and representatives of foreign powers, it is only just that they should demand either that we should put an end to the conditions which permit such outrages or else allow them to do so. We cannot justly maintain that we will not and these conditions nor will we permit them to do so.

U. S. Schemes Outlined.
Different administrations in their efforts to solve this difficult problem have tried various schemes. These have been:

1. To encourage Central American unity in the hopes that one big country, instead of five, would offer more resistance to the prevalent anarchy.

2. The establishment of an arbitration court in which all these countries could peacefully settle their differences.

3. "Dollar Diplomacy."

4. To support any fairly strong government already in power, thus preventing the disorders incident to revolution.

5. To obtain the assistance of Mexico so that we would not be accused of interfering merely for our own ends.

For a while after obtaining their freedom from Spain the Central American countries were united. They soon split up, however, into the present states. These divisions are historical and represent distances dating from the Spanish conquest. Since this splitting up a number of attempts have been made to reunite them.

These attempts have represented the ambitions of some president to rule all of Central America rather than any general desire on the part of the countries to unite. Zelaya of Nicaragua and Cabrera of Guatemala were the most bitter rivals. Neither would have submitted to any one other than himself being president of any union. As it was their mutual ambition to absorb Honduras kept that country in an uproar.

PERKINS REMEMBERED
Washington, Aug. 8.—Senator George C. Perkins, of California, was

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surprised today by the entire California congressional delegation, accompanied by their wives, who presented a huge basket of flowers and offered congratulations on the twentieth anniversary of his taking a seat in the senate. Senator Perkins ranks third in the senate in point of continuous service. His term expires next March.

TILLMAN AND CONDUCTOR CLASH

Washington, Aug. 8.—Senator Tillman of South Carolina is the latest national legislator to clash with a streetcar conductor and today he was engaged in "cooling off" as he expressed it, before determining whether he would file charges against the man. Within the last few weeks Representative Sisson of Mississippi and Representative Puchanan of Illinois have clashed with conductors on Pennsylvania avenue street cars.

"If this keeps up," said a senator today laughingly, "we'll have to organize the Solons Street Car society for Conductor Chasing. It seems about to become the most popular summer sport with congress."

Senator Tillman, with Mrs. Tillman, boarded a car at the capitol, to ride to their home. He proffered his tickets while standing on the step, and according to his account, the conductor ordered him on the platform in an abrupt and discourteous manner. The clash followed and the senator took the man's name and number. The conductor today denied that he had been or intended to be discourteous or abrupt.

KNIGHTS TEMPLAR VISIT TO PIKES PEAK

Colorado Springs, Colo., Aug. 8.—More than 500 Knights Templar from Pittsburgh, Cleveland, Boston, Cincinnati and Joliet and Morris, Ill., are in the Pikes Peak region today on their way to the triennial convocation in Denver next week, and a half dozen more trains will arrive in the city within the next twenty-four hours.

Grand Master W. B. Melish of Ohio and his grand officers arrived late last night.

The grand officers will be guests of Pikes Peak commandery No. 5, of this city at a dinner tonight, after which they will be entertained at the Masonic temple.

TO ADDRESS GOVERNOR.

Washington, Aug. 8.—Senator Fletcher of Florida today accepted an invitation from the house of governors to address its meeting at Colorado Springs, Colo., August 26, on the result of investigation into European farm methods made by the American commission which returned recently from a tour of Europe. He will present at the meeting the preliminary report of the commission. The report then will be printed and sent to all agricultural institutions and farmers' organizations.

"WATER CHARIOT" IS NEW THRILLER

(Special to The Standard.)

Chicago, Aug. 7.—A new water sport was introduced yesterday in Chicago. It is said to be more thrilling than any other ever seen on the lakes. The daring performer speeds over the waves in a rattlelike contraption called a skimmer.

Twenty thousand persons lining the north shore beaches paused in their swimming or arose from their sand parties to witness the spectacle.

To the big gallery fans at Wilson beach was given the first thrill. The motorboat Gee Whiz drew up near the life rafts, and a frame skimmer two by six feet was hooked on with a fifty foot tow rope. On the skimmer climbed Walter Walker of 442 Wintrop avenue. The motor boat chugged ahead, easily pulling its tow. Walker stood erect in the skimmer and held a pair of lines attached to the forward corners.

Raft Shoots Over Lake.
As more power was turned on by William Bromley in the Gee Whiz the trailing raft shot over the water, guided by the "chariot driver." With every turn of the motor boat the skimmer swerved, but Walker leaned to make it balance and stayed over the waves. The ride continued north as far as the Saddle and Circle club pier and then a perilous turn was taken. The Gee Whiz, at a speed of eight miles an hour, whirled around in a semi circle, but Walker on the skimmer manipulated his balance so as to keep the tow line taut and the raft right side up, taking the sharp curve at high speed.

The motor boat then pursued a southerly course, passing Clarendon beach at a 25 knot clip, while bathers watched fascinated. The trip ex-

tended almost to Lincoln park and then the route led back to Wilson beach where dangerous maneuvers were undertaken.

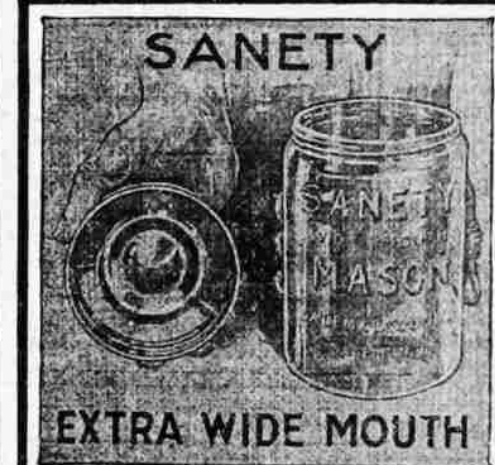
Catapulted into Water.
Whirling north in front of the Press club beach off Lakeside place, the Gee Whiz gave a sudden jerky turn and the chariat driver was catapulted into the water. Women on the shore screamed as Walker went under the water, but he soon came up and started toward the shore with full strong overarm strokes.

On the beach Walker told of the ride.
"It's the greatest ever," he said.

"Just like riding in a chariot behind fast horses, except it is much faster, for the Gee Whiz made as high as twenty-five knots an hour. It's easy to ride the skimmer. I have found out today, but there is a lot to learn about balancing."

"The sport is common in South America. That is where I first saw it some months ago. So when I came home I built a skimmer and the first test marks it a success."

"I would not recommend the sport for women, but for strong young men it's wonderful. I shall practice more and perhaps enter the big water carnival off Grant park."



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